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Hongkong, 4th October, 1902.

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THE HONGKONG DISPENSARY.

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The Daily Press.

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LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 4th June, 1903.

The meeting of the Navy League at the
City Hall, on Tuesday, was enthusiastic and
appreciative, and the attendance, for Hong-
kong on a hot day, when the attractions of
a cool swim were so obvious, was fairly
good. Mr. WYATT's remarks were listened
to with the greatest interest, as he traced
the rise of Britain as a sea power and
pointed out, in simple but forcible terms,
the necessity, after winning the mastery of
the sea, for preserving the same by the
maintenance of an adequate Navy. His
Excellency the GOVERNOR also made a great
point when he drew attention to the fact
that the efforts of the Navy League were
really directed to maintain the priceless
blessings of peace. The Navy League was,
he considered, the greatest Peace Society
in the world. This was most entirely the
right note to take. Whatever misgivings
we may have for the future, born of the
ceaseless strivings of the nations and, more
particularly, the restless aggression of
Russia, all members of the Navy League
must ever continue to cherish the hope that
the evil day when a great—and we fear it
would be titanic—struggle is provoked, may
be indefinitely postponed by a judicious
state of preparedness on the part of Great
Britain that will daunt attack. The truest
way to ensure the continuance of peace is
to be prepared for war. It is the policy of
the Navy League to unceasingly press home
this truth upon the British Government, to
urge without cessation or pause that the
first line of defence be maintained suffi-
cient and efficient, and that in no
department shall the Admiralty ever be
caught napping. We cannot afford to allow
this great and costly insurance of our com-
merce adrift to become in any particular

invalid or ineffective. Our arms must be
bright, our plans up to date, our ships of
the first and best description, and it must
be an article of faith that no invention
afloat or ashore be allowed to go past us,
no matter how heavy the cost or how
difficult the acquisition of it may be.
These are the aims and aspirations of the
Navy League, and they are inspired solely
by the fervent desire to animate the Gov-
ernment with that unrelenting care for the
great bulwark of our power that will enable
us to hold what our forefathers have be-
queathed and to secure which such heroic
deeds have been performed.

We think that perhaps a little omission
was made at the meeting, due probably to
the evident desire shown not to protect it.
We refer to the fact that no invitation was
given to those non-members present to
come forward and join the League. His
Excellency the GOVERNOR mentioned that
only about one quarter of the male
British population of the Colony were at
present on the roll of members, so that
there is plenty of scope for a large
increase in the membership. We should
like to think that every Briton who
values the glorious heritage handed down
to him from the days of BLAKE and
Nelson is a member of the League.

We do not by this mean British born only,
but all British subjects—of whatever race
or creed—who enjoy the privileges and
security which citizenship of this great
Empire confers, for they are now equally
concerned with English, Scotch, Irish or
Welsh in maintaining the great arm of
defence on which is founded that security,
that peace, those equal laws and just govern-
ment which are to be found beneath the
Union Jack. Not for one moment do we
propose, in writing in this strain, either to
unduly vaunt the British name, to inflate
our own importance, or to regard other
nations with less friendliness. But the
Navy League is of course an institution
with which Britishers only are concerned,
and they are so nearly concerned therein
that they should all belong to and assist
to sustain it. Even those who are members
of the Peace Society and are opposed to
war on any terms or under any conditions,
might well join the League, since it is, as
Sir HENRY BLAKE has pointed out, really
a potent factor in the preservation of peace.

The rebellion in Yunnan recently an-
nounced by REUTER turns out to be of
rather insignificant origin and dimensions.
Linnan-fu is the centre of a mining dis-
trict, and it seems that it was merely an
outbreak amongst the miners, moved thereto
either by the scarcity and dearness of rice
or on account of the imposition of new
taxes, which is always resented by the
natives. The mob rose and murdered the
prefect, and committed other acts of
violence, but the demonstration was neither
political nor religious, nor anti-dynastic,
nor was it in any way connected with the
rebellion in Kwangsi. On receipt of the
news of the disturbances at Yunnan-fu, the
Viceroy ordered three battalions of troops
to proceed to Linnan-fu on the 23rd ult.,
and this force would no doubt prove amply
sufficient to deal with the rioters and
suppress the movement, if indeed it had
not already subsided. There was nothing
in the outbreak to occasion alarm except
locally. The district is famous for the
production of copper ore, the variety known
as *paitung* or white copper.

Rats are not the only disseminators of plague
it appears. Dead fowls taken from stalls in the
Central Market have been found to be infected
with the germs of the disease.

On Tuesday, Police Sergeant Kerr arrested
at 10, Cheung San Lane East a native woman
who was in possession of \$97 in counterfeit
twenty-cent pieces, so palpably spurious that it
is difficult to conceive how they could be passed
as good.

On the complaint of Dr. Pearce, Acting
Medical Officer of Health, Lai Tan, a hawker,
was fined \$25, with the option of six weeks' hard
labour, at the Police Court yesterday, for
removing clothing from a plague house without
a permit.

On the 1st inst. a Chinese constable on duty
in Circular Pathway had occasion to arrest
a native, who struggled and was assisted to escape
by a couple of friends or at least by one of them.
Both of these were taken to the station, and
at the Magistracy yesterday one was fined \$25
or six weeks. The evidence against the other
did not show that he had taken any part in the
assault, and he was discharged.

On Tuesday a Chinese boy called at the house
at 50, Peel Street of Mr. A. O'D. Gourdlin, as-
sistant secretary, Hongkong Club, with a message
from the Masonic Hall, Zetland Street. Whilst
in the house the boy stole a gold scarf ring
valued at \$20 which he found near to his hand.
The loss was discovered subsequently by Mr.
Gourdlin, who suspected the boy and made a
report to the police. The ring was found in
the lad's possession and returned to the owner.
At the Police Court yesterday Mr. Kemp
sentenced the young thief to a whipping and
48 hours' detention in goal.

Including five cruisers recently ordered by
Congress, the United States have now 23 ships
of war either projected or in course of
construction.

On her last voyage across the Pacific from
the Orient the P. M. S. China carried opium
of the commercial value of about \$535,000 gold,
the duty exacted being over \$290,000.

For the late President McKinley's reception
at Frisco the Chinese contributed nearly \$7,000
of the \$34,000 raised by popular subscription,
which means that the Chinese, representing
less than 6 per cent of the entire city population,
gave about 20 per cent of the money for the
entertainment of the President.

A result of the recent introduction of a steam
pilot-boat (built in Hongkong) into the service
of the Pilots' Association of Shanghai, is that
their two-masted pilot schooner *Polar Star* is
advertised for sale. This vessel is 68 feet long
by 18 feet broad and 7 feet deep, and was
originally built for sailing in the Behring Sea.

In consequence of the growth of the German
Navy, the German Government has exercised
for the first time this year its right to select
recruits from conscripts; 330 Bavarian con-
scripts have been transferred in this manner to
the German Naval Service. In case of war the
effective strength of the German Navy would
now be 144,000 men.

The fifth annual meeting of the China Mutual
Life Insurance Co., Ltd., was held at Shanghai
last week, Mr. John Ford in the chair. In the
course of his speech the Chairman said that
the business had shown a very substantial in-
crease over that of former years. In spite of
the increased income it was decided to pay
the same dividend as last year, i.e., 8 per cent,
in order that the Company might be still
further strengthened during the next 12 months.

At this time when there are so many sailors
out of berth in Hongkong it is interesting to
note that there is a scarcity in San Francisco.
The British ship *Conway* is said to be the first
sailing vessel to feel the effects of the great
exodus of sailors. For weeks past the ships of
the salmon fleet had been going to sea, taking
all the able seamen in sight, and the skippers of
ships about to sail in other directions had viewed
the situation with alarm. The *Conway* dropped
into the stream, preparatory to going north to
load lumber for Callao, and would have to
wait until a crew was secured.

Commenting on the new line of Leviathan
steamers which is to be put on the Pacific trade
in connection with the Northern Pacific Rail-
way, a Chicago telegram to a San Francisco
paper says:—"The purpose of building boats
which are more than twice as large as the
freight boats now afloat is to make competition
by other steamship lines difficult. The majority
of competing craft would rest comfortably in
the hold of Hill's new boats. It is therefore
expected that every steamship plying between
Seattle and the Orient will have to give way
to the Hill steamers, which will be able to
secure a monopoly of the traffic."

Yesterday morning the police stopped a coolie
who was boarding the Macao boat and examined
the contents of the two fair-sized baskets
that he was carrying. These were found to be
an assortment of tinned provisions, and as the
coolie could not explain satisfactorily how he
came by them he was taken to the Central
Police Station. There it was found that the
baskets and goods were the property of the
Hongkong Club, the steward and the com-
pradors of which identified them and assessed their
value at \$38. The coolie, who had been employed
at the Club for about a month, pleaded guilty
to a charge of theft, and was sentenced to six
weeks' hard labour by Mr. J. H. Kemp, Acting
Police Magistrate.

The *China Times* of the 25th ult. says that
an interesting ceremony took place at the British
Legation recently, when a magnificent lecture,
in the form of an eagle, was dedicated in the
Legation chapel. The Rev. F. Morris conducted
the service. The lecture was the offering of
Mr. Conger and the members of the American
Legation staff, and of the American missions
in Peking, as a thanksgiving for the protection
extended to them within the British Legation
during the siege. Mr. Conger delivered a
powerful address, which made a deep impression
upon those who were present. Owing to some
misunderstanding very few people in Peking
were aware of the occasion, and some who
would have strongly desired to be present had
no opportunity.

Those who have been to London within the
last two years will be aware how popular the
electric tramcar has become in the suburbs.
We notice that during the Easter holidays the
London United Electric Tramway inaugurated
circular tours of the Thames Valley by tram
car. The cars were to make an uninterrupted
tour of the loop, via Teddington, Kingston-
bridge-approach, and Hampton Court Palace,
and then through Hampton, Twickenham, and
Kew; so that it was possible to travel from
Shepherd's-bush to Hampton Court and back
without change of car. The fare for this trip
of 24 miles was 1s. The cars from Richmond
made a similar tour of the loop, the fare for this
journey of 16 miles being 8d. For the con-
venience of local residents a special service of cars
was to run between Hampton Court Palace
and Kingston-bridge, fare 1d. Altogether 300
cars each with a carrying capacity of 60 passen-
gers were in operation, and a two minutes'
service maintained throughout the system from
early morning till late at night on each of the
three days.

TELEGRAMS.

REUTER'S SERVICE.

MOROCCO.

LONDON, 1st June.

M. Jonnart, while on a tour of inspection
which included the consideration of measures to
prevent raids by Moorish tribes across the
frontier, was ambushed and attacked by 800
rebels near a narrow pass; the rebels were
repulsed with heavy loss by M. Jonnart's escort,
consisting of two companies of the Foreign
Legion, which had seventeen men wounded.

LATER.

In view of the impotence of the Moorish
authorities, the Fignig (P. Figig) Government
has authorised Jonnart to take repressive action
across the frontier. Jonnart is announcing the
fact that the Moorish Governor would
benefit as much as France and that no occupa-
tion of territory was contemplated. A French
force has been despatched to Beniouiif.

THE JOHANNESBURG TRAGEDY.

LONDON, 1st June.

Sir Edward Hales apparently committed
suicide.

THE FLOODS AND FIRES IN
KANSAS.

LONDON, 1st June.

Heavy rains have extinguished most of the
fires at North Topeka; it is probable that all the
buildings are swept away by the floods. It is
known that at least 150 persons have been
drowned.

FATAL FIRE AT ETON.

LONDON, 1st June.

One of the Master's houses at Eton was
burned last night and two boys were burned to
death; a number of the boys jumped from the
windows.

CORRESPONDENCE.

MISS BLAKE'S WEDDING.

TO THE EDITOR OF THE "DAILY PRESS."

Hongkong, 3rd June.
Sir,—I think "Old Resident's" proposal for
a public holiday on the occasion of Miss Blake's
marriage next Monday is a good one. The
event will be unique in the domestic history of
the Colony, I believe, and should be celebrated
accordingly. Miss Blake, too, shares her
father's popularity in the Colony, and we should
all like to record our sentiments in as hearty a
manner as possible.—Yours, etc.,

GOOD LUCK.

SERIOUS FIRE.

An outbreak of fire bigger than those which
lately have been afflicting the members of the
Fire Brigade from their rest occurred at half-
past one o'clock yesterday morning in a
medicines shop at 9, Hillier Street. The firemen
were under the superintendence of Mr. P. P.
J. Woodhouse, and after two-and-a-half hours'
hard work they were successful in overcoming
the flames, which completely gutted the build-
ing, a four-story one, and did damage to the
estimated extent of \$20,000. The insurance
amounts to \$27,000, and is made up as fol-
lows:—Manchester Insurance Company, \$12,000;
Salamander Insurance Company, \$8,000; Fook
On Company, \$4,000; and L'Union Company,
\$3,000. The name of the shop where the fire
occurred is the How Sang Chung. The cause
of the outbreak is at present unknown.

THE PLAGUE.

Notwithstanding the incoming of the dry
weather, the plague returns do not show any
stoppage of the epidemic. Mr. Pollock,
K.C., will at the Sanitary Board to-day
ask for some important information bearing on
the matter. During the three days ended at
noon on Tuesday there were 53 cases of which
38 were fatal. One European from the Water
Police and another from 34, Elgin Street were
taken to hospital.

During the 24 hours ended at noon yesterday
18 cases of plague were reported, these bringing
the year's total up to the figure of 936. Out of
the 18 cases notified 13 were fatal—12 Chinese
and 1 Portuguese.

Of the total of 71 cases since Saturday, 51
were dumped.

CHINESE GAMBLERS IN 'FRISCO.

The mayor of San Francisco has addressed
another communication to the Police Commis-
sioners on the subject of gambling in the Chin-
ese quarters. In it he recommends a novel
course of procedure for its suppression, namely,
the posting on every dead wall in Chinatown of
a proclamation, printed in Chinese and English,
announcing that all demands for money for
police protection are frauds, advising against
the payment of such demands, and giving
notice that all forms of gambling and other so-
called protected offences against the law will be
suppressed at once at all hazards. This recom-
mendation is based on the information
which he has received that a Chinese protection
syndicate, formed by eight Chinese, known as
"The Eight Statesmen," systematically levies
tribute from the gambling and lottery de-
nms and other establishments of vice to secure
immunity against police interference. He
makes no charges that the police are a party to
the system, or that any one on the force profits
through it.

HONGKONG SANITARY BOARD.

A meeting of the Sanitary Board will be held
to-day at 4.15 p.m.

ORDERS OF THE DAY.

1. Reply from Government relative to closing
the Chinese Theatres.
2. Letter from Government relative to the
use of a Clayton's Machine for disinfecting
ships.
3. Correspondence relative to flushing
sewers with sea-water.
4. Correspondence relative to infectious
diseases at Shanghai.
5. Report relative to the Plague at Amoy.
6. The President pursuant to notice will
move:—That the Board, in accordance with
Section 19 of the Public Health and Buildings
Ordinance, 1903, authorise Mr. Hamner, who
has been appointed to act as Assistant Secretary,
to perform all or any of the duties of the
Secretary.
7. Mr. H. E. Pollock, K.C., pursuant to
notice will move:—That having regard to the
letter, signed "Anti-dumping," which appeared
in the *Hongkong Daily Press* of the 22nd
March, 1903, the Acting Medical Officer of
Health be requested to report, in writing to the
Board as soon as possible:—

1. What percentage of bodies (giving
figures) in proportion to the number
of plague cases (giving figures) were
dumped in the streets during the
following periods, respectively:—(a)
The year 1898; (b) the year 1899; (c)
the year 1900; (d) the year 1901; (e)
the year 1902; (f) the year 1903, from
the 1st January until the date of report?
2. What measures are now being taken
with a view to minimise such dumpings,
and has the Acting Medical Officer of
Health any suggestions to make as to
the adoption of any further measures
for diminishing such dumping?
3. How many convictions in respect of
the dumping of dead bodies in the
streets have taken place before a
Police Magistrate:—(a) During the
year 1900; (b) during the year 1901;
(c) during the year 1902; (d) from the
1st of January, 1903, to the date of re-
port. What penalties were awarded
in respect of each of such convictions,
and state the cases, if any, in which
the party elected to pay the fine in-
stead of undergoing imprisonment?
4. What measures are now adopted for
(a) Temporarily housing people whose
rooms are being disinfected in conse-
quence of plague having occurred; and
(b) protecting the furniture and prop-
erty of such people from damage? Has
the Acting Medical Officer of Health
any suggestions to make for the
improvement of such measures?
5. Whether it is the fact that in former
years only the flat where a case of
plague occurred was disinfected and
not the whole house, and, if so, when
was the former practice discontinued
and for what reasons?
6. Whether it is necessary that winter
clothes, looked up in a box in a flat
in which plague has occurred should
be disinfected and for how long has
such practice been in force?

Whether the following statements, which are
contained in the above-mentioned letter of
"Anti-dumping" are accurate or not, and, if
inaccurate, in what respects they are so:—

- (a) "As soon as a death is reported a
policeman is despatched to the house
where it has occurred, and the inmates
are not allowed to leave till the body
has been examined by a doctor and the
cause of death certified, which, as a
rule, takes over twenty-four hours."
- (b) "If the death is pronounced to be from
plague the Sanitary Board officials take
charge of the premises and the occupants
of the whole house are turned out
into the street with their furniture and
all their clothing, winter and
summer, which is emptied from the
boxes and disinfected."
- (c) "After fumigation, the whole house is
closed and nailed and the occupants
are left to shift for themselves with
their furniture as best as they can."
- (d) "During what is called the disinfecting
operation, leather boxes, chests of
drawers, mattresses, and other furni-
ture are damaged to such an extent
that they are unfit for further use."
- (e) "A case of plague occurred early this
month at No. 31, Elgin Street, first
floor. As usual the whole house was
closed and the winter clothing, which
was in boxes, taken and disinfected,
and the inmates were turned out.
Some of them, who could not find any
place to go to live, remained in the
street with their furniture for nearly a
week, in all kinds of weather, with the
result that one of them, an old man,
got ill through exposure, and was taken to
hospital where he died."
- (f) "There are several instances of people
turned out from plague-infected houses
in Hollywood Road and Cochrane
Street being in the public street for
several days."

8. The Vice-President pursuant to notice will
move:—That with a view to encouraging the
inhabitants to report cases of Plague and
submit them for treatment, the Board recom-
mend that arrangements be made for opening
temporary hospitals in various districts of the
City and Kowloon, suitable premises being
hired or temporary structures erected, where
practicable, for the purpose. The hospitals to
be under proper supervision and the arrange-
ments to be completed in readiness for next

spring, when cases of Plague may be expected
to recur.

9. Mr. A. Ramjahn pursuant to notice will
ask:—Since the enforcement of Sections 46 and
154 of Ordinance No. 1 of 1903 in No. 5 Health
District, how many houses have already been
measured up, and what steps if any are being
taken to enforce the provisions of these Sections
and how many persons have been displaced
thereby?

G. A. WOODCOCK,
Secretary.

AGENDA.

1. Minute by the Acting Medical Officer of
Health relative to the present method of
disinfection.
2. Minute by the Acting Medical Officer of
Health reporting the occurrence of four cases
of plague in Tsat Tsai Mai village and recom-
mending that certain works be carried out.
3. Minute by the Acting Medical Officer of
Health recommending an amendment to the
note to By-law No. 5 of the By-laws regulat-
ing Domestic Cleanliness and Ventilation.
4. Result of the analysis of a sample of well
water.
5. Reports of the analysis of the public water
supplies for the month of May, 1903.
6. Report relative to the scavenging of the
Hill District.
7. Mortality Statistics for the weeks ended
the 4th, 11th, 18th, and 25th April, 1903.
8. Lime-washing Return for the fortnight
ended the 26th May, 1903.
9. Rat Return for the fortnight ended June
2nd, 1903.
10. Application for the registration of No. 1
157, Queen's Road East as a public laundry.
11. Application for the registration of No.
150, Queen's Road East as a public laundry.

COURTS-MARTIAL AT HONGKONG.

AN OFFICER DISMISSED THE SERVICE WITH
DISGRACE.

For some reason or other the local Press is
never informed of any courts-martial taking
place in the waters of the Colony; hence we are
obliged to rely on the service papers from home
for items like the following:—

On Thursday, 19th March a court-martial was
held on board the *Tamara*, receiving ship,
for the trial of Lieut. Francis C. Harvey
of the cruiser *Argonaut*, but late of the gunboat
Firebrand, on several charges of neglect of
duty and embezzlement of public money, he
being the accountant officer when the *Firebrand*
paid off in Hongkong last April. After a
trial which lasted all day the prisoner was
found guilty, and sentenced to be dismissed
from His Majesty's service with disgrace. Capt.
T. H. M. Jerram, of the *Albion*, was president
of the Court; Fleet-Paymaster E. H. Banks,
of the *Glory*, presided; and Paymaster C. F.
Pollard, the rear-admiral's secretary, officiated
as deputy-judge-advocate.

A court-martial assembled on board the
cruiser *Cressy* on the 12th March for the trial of
Bert Forder, ordinary seaman of that ship, who
was charged with using threatening language
to and striking a ship's corporal. Capt. T. H.
M. Tudor, of the *Cressy*, presided. The
prisoner pleaded guilty, and was sentenced to
twelve months' imprisonment. Capt. A. W.
Carter, of the *Glory*, was president of the
Court; and Asst.-Paymaster G. P. Kennan, also
of the *Glory*, officiated as deputy-judge-advocate.

CONSULAR BANQUET TO CHINESE
OFFICIALS AT SHANGHAI.

On the 18th ult., Mr. John Goodnow,
Senior Consul of Shanghai, and Consul-General
for the United States, gave a sumptuous ban-
quet at the U.S. Consulate-General in honour
of H.E. Wei Kwang Tao, Viceroy of
Nanking. There were altogether thirty
persons present at the feast, conspicuous among
whom were H.E. the Viceroy; H.E. Governor
En Shou of Soochow; H.E. Ho, Tartar
General of Hupoh; H.E. Li, Provincial Com-
mander-in-Chief of Kwangsi; H.E. Lu, Treaty
Commissioner; H.E. Wu Ting-fang, Treaty
Commissioner; H.E. Xue, Tsotai of Shang-
hai; Tsotai Wang, Director of the Bureau of
Foreign Affairs at Nanking; Tsotai Weng
Kai-kai, Assistant Commissioner to the St.
Louis Exposition; Magistrate Wen Tsung-yao,
Interpreter to the Treaty Commission; Com-
missioners Hipsley Taylor and Carles, and the
Consul-General and Consuls of the various
foreign Powers.

Mr. John Goodnow, the host, proposed the
health of the rulers of all the nations represented
at the banquet and of H.E. the Viceroy.

In response to Mr. Goodnow's toast, H.E.
the Viceroy said that he thanked Mr. Goodnow
and all the other foreign representatives for the
cordial reception accorded to him. H.E.
said that he was very much impressed by what
he had seen in Shanghai, which had become
such a prosperous emporium.

Never before in the history of Shanghai have
so many prominent Chinese officials gathered
at the banqueting board with foreigners as on
this occasion.

Mr. Odagiri, Consul-General for Japan,
invited the Viceroy to lunch next day, and Mr.
Ratard, Consul-General for France, entertained
the Viceroy at dinner at night.

WEATHER REPORT.

The Hongkong Observatory yesterday issued
the following report:—

The depression lying over Manchuria yester-
day has moved Eastwards and lies now over the
E. part of the Sea of Japan.

The barometer has risen on the China coast,
except in the South, fallen over the Philippines.

Pressure is highest in a belt lying over S.
China, and the Pacific towards the Loochoos,
and there are indications of the existence of
a low area over the Pacific to the SE. of Luzon.

Moderate variable to N.E. winds in the For-
mosa Channel and over the N. part of the China
Sea.

Forecast:—Variable to E. winds, light to
moderate; fair.

DEVELOPING AND PRINTING UNDERTAKEN

38

TELEPHONE No. 135.

AT

12, QUEEN'S ROAD.

London
cost

LAUTS, WEGENER & CO.,
Sole Agents.
Hongkong, 18th May, 1903. [30:5

The "Glen" Line steamer *Glen* Singapore on the 3rd inst. a.m., and is on the 8th inst.

The Lyceum Theatre, where the generation of English playgoers have witnessed Sir Henry Irving's finest productions, has been offered for sale by auction. The property reached £224,000, but the reserve was not reached and the property was bought in by the trustees. The reasons for the sale are that the expectations of the shareholders have not been realised, and in addition they were unprepared to carry out the structural alterations required by the County Council which are estimated at £5,000.

The "DAILY PRESS" OFFICE, Hongkong, at the Hongkong Office: 131, Fleet Street, Hongkong, 1st January, 1903.

RUINART PÈRE & FILS, REIMS

Established 1719.
CHAMPAGNE GROWERS AND SHIPPERS.
 Ship only the Finest Quality
 Extra Dry (Green Seal)
LAUTS, WEGENER & CO
 Sole Agents
 Hongkong, 18th May, 1903.

HONGKONG BUSINESS DIRECTORY.

BOOKBINDING

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The only office in China having European
taught workmen. Equal to Home Work
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A CHEE & CO., Established 1858.
Every Household Requisite. Depot for
Eastman's Kodak Films and Accessories;
17a, Queen's Road Central.

CHEONG LEE & CO., Furniture Store.
Established over 20 years. Importers and
Exporters. Teakwood Furniture, Black-
wood, Jewellery, &c. highest grade,
best and cheapest. 1, Queen's Road
Central.

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MAISON LEVY HERMAN'S
Diamond Merchants and Watchmakers, 40
Watson's Building, Queen's Road. Also
at Shanghai, Manila, Paris and Hilo

PHOTOGRAPHY

M. MUMBY, JAPANESE ARTIST.
Bromide and Crayon Enlargements and
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Views of China and Manila. Work
done for Amateurs; No. 82, Queen's
Road Central.

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Navy Contractors, Sailmakers, Provision
and Coal Merchants, Sole Agents for
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position Red Band Brand.

BISMARCK & CO.,
Navy Contractors, Ship Chandlers,
Provision and Coal Merchants, Sail-
makers, &c. Fresh Water supplied to
Vessels in the Harbour.

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Shipchandlers, Sailmakers, Provisioners,
Coal Merchants, Hardware, Engineer
Tools, Brass and Iron Merchants,
144, Des Vaux Road.

MOORE & SEYMOUR,
25 and 26, Connaught Road, Praya Central.
Shipchandlers, Sailmakers, Riggers,
Commission Agents and General
Storekeepers; Sole Agents for
Shipowners' Composition ("Grey-
hound Brand") and Blundell's
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DROZ & CO.,
14, Queen's Road Central. Repairs of
Watches and Clocks by competent
European experts at moderate rates

ROYAL AERATED WATERS
MANUFACTORY.

If you want a drink of health,
if 'tis true that health is wealth,
if you'd take your proper place,
if for health you'd join the race,
Always with a smiling face,
Where you can get good drink I guess,
Pure water we always use,
Essences many from which to choose,
Our list of drinks will you amuse

Apply to—
F. P. DANENBERG, Manager.
Factory & Office—West Point, Telephone 367;
Depot—Lee House Street, Telephone 374.

TO LET.

"HARTLEY" and "WESTLEY,"
Upper Richmond Road.
"STONY BROOK," Lower Richmond
Road.

Apply to—
LAU CHU PAK,
Care of A. S. Watson & Co., Ltd.
Hongkong, 2nd June, 1903. [150]

TO LET.

WOODLANDS VILLA EAST,
Seymour Road. Six-Roomed Semi-
detached House. Good view of the Harbour.
Apply to—
D'ALMADA & MILLAR,
16, Des Vaux Road Central.
Hongkong, 19th May, 1903. [1465]

TO LET.

NOS. 1 & 3, "MAGDALEN TERRACE,"
Corner houses, MAGAZINE GAP.
Apply to—
SPANISH PROCURATION.
Hongkong, 1st January, 1903. [73]

TO LET—KOWLOON.

FURNISHED ROOM in best locality.
Verandah and Bathroom. Immediate
Possession. \$25 per month.
Apply to—
A. 100,
Care of Daily Press Office.
Hongkong, 29th May, 1903. [1571]

TO LET.

TWO SPACIOUS GODOWNS—Nos. 95
and 96, PRAYA EAST.
Apply to—
H. N. MODY,
Victoria Buildings.
Hongkong, 2nd December, 1902. [92]

TO LET.

N. O. 17, SEYMOUR ROAD or WOOD-
LANDS WEST to Rent from 15th
JUNE.
Apply to—
E. H.,
Care of Daily Press Office.
Hongkong, 16th May, 1903. [143]

TO LET.

OFFICE, Airy and Commodious, No. 3,
QUEEN'S BUILDING, 3RD FLOOR.
Apply to—
ON THE PREMISES.
Hongkong, 30th March, 1903. [187]

TO LET

TO LET FURNISHED.

N. O. 2, CAMERON VILLAS, PRAY.
For Two Months from middle of June.
Apply—
H. W. BIRD,
Palmer & Turner.
Hongkong, 21st May, 1903. [1496]

TO LET.

N. O. 72, DUDDELL STREET (Godown).
No. 5, STEWART TERRACE, PRAY.
Furnished from 1st June to 31st August, 1903.
"WESTBOURNE VILLA," NORTH
BONHAY ROAD.

N. O. 1, CAMERON VILLAS, MOUNT
KELETT.
Nos. 7, 11, 15 & 18, BELILIOS TERRACE,
"BISNIE VILLA," PONSULUM ROAD.
Land on sea front Kowloon Marine Lot No. 5,
and admirably suited for the storage of coal.
For terms and particulars apply to—
LINDSEY & DAVIS.
Hongkong, 23rd May, 1903. [104]

TO LET.

"EVENFOOT," UPPER RICHMOND
ROAD.
Apply to—
DEACON & HASTINGS,
10, Queen's Road.
Hongkong, 30th October, 1902. [73]

TO LET.

FLATS in MORETON TERRACE,
CAVEWAY BAY, facing the Polo Ground.
No. 1, RIFON TERRACE.
GODOWNS at BOWENSTON (PRAYA
EAST).
HOUSES in LEIGHTON HILL ROAD.
Apply to—
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LTD.
Hongkong, 1st January, 1903. [71]

TO LET.

N. O. 3, STEWART TERRACE, the
Peak.
Apply to—
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LTD.
Hongkong, 8th April, 1903. [1108]

TO LET.

FOR the month of June, a FURNISHED
HOUSE at the Peak.
For Terms and Particulars, apply to—
TURNER & CO.
Hongkong, 29th May, 1903. [1568]

TO LET.

FROM 1st July next, FLATS in ELGIN
STREET (East End), 81 for
European Occupation.
AHMET RUMJAHN,
62, Queen's Road.
Hongkong, 29th May, 1903. [1568]

GODOWNS TO LET.

PRAYA EAST. Spacious Two-storied
and Single-storied Godowns. Suitable
for Yarn or Coals.
Also Land for Coal storage.
Apply to—
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LTD.
Hongkong, 31st March, 1903. [1100]

TO LET.

N. O. 10, SEYMOUR TERRACE.
No. 43, CAINE ROAD.
Nos. 1, 2 and 3, CORONATION
TERRACE.
And others to suit various requirements.
S. A. BETH,
Land and Estate Broker.
Hongkong, 22nd May, 1903. [1386]

TO LET.

A ROOM in a Fully Furnished House at the
Peak.
One Gentleman required to make up a Mess
of Four. Tennis Court and Garden.
Apply—
A. 17,
Care of Daily Press Office.
Hongkong, 25th May, 1903. [1529]

TO LET.

TWO SPACIOUS NEW GODOWNS,
very suitable for Dry Goods.
Apply to—
W. LYSAGHT,
153, Vancoual Road.
Hongkong, 15th April, 1903. [1153]

TO LET UNFURNISHED.

N. O. 33, CAINE ROAD. Available from
1st March.
"COOMBE" MAGAZINE GAP, Avail-
able from 1st April.
Apply—
Daily Press Office.
Hongkong, 16th February, 1903. [542]

BOARD AND RESIDENCE.

M. S. GILLANDERS,
"GLENWOOD,"
21, CAINE ROAD.
Hongkong, 20th March, 1903. [915]

"TANG YUEN,"
BOARDING ESTABLISHMENT.
European Supervision. Excellent Cuisine
and Accommodation.
Apply—
MANAGERESS,
Maddemall Road;
or
FAIRALL & CO., Queen's Road.
Hongkong, 2nd March, 1903. [681]

"SAVOY HOUSE,"
3, LOWER CASTLE ROAD.

BOARD and LODGING. Comfortably
Furnished Rooms. Quiet and Healthy
Locality.
Apply to—
A. SPIELER,
n. g., 1st June, 1903. [1557]

BOARD and RESIDENCE.

BOARD and Residence. FIRST-CLASS.
COOL, AIRY ROOMS. Every Home
Comfort.
Apply—
Mrs. WILLSON,
Tower House,
Kennedy Road.
Hongkong, 29th May, 1903. [1567]

BOARD and RESIDENCE.

COMFORTABLY FURNISHED
ROOMS, with Board.
Apply to Mrs. MATHER,
2, Pedder's Hill.
Hongkong, 1st January, 1892

THE VOLCANIC OUTBURSTS OF 1902.

But a few days ago reported renewed
volcanic outbursts in the West Indies. The
eruptions of last year formed the subject of
two interesting papers, read at the Victoria
Institute, London, recently by Mr. J. L. Lobley
and Mr. J. W. Spencer.

After speaking of the most remarkable
explosive eruptions recorded in history, Mr.
Lobley went on to classify the West Indian
eruptions, the outbursts in Martinique and
St. Vincent being of that class, and to explain
the latest scientific theory of volcanic action.
It had been ascertained, he said, by physical
research and astronomical observation, that the
rigidity of the earth as a planet was so great
that it must either be solid, or have a solid crust
of from 400 to 800 miles in thickness. The
hypothesis of lava being derived from one great
central source, a vast body of fused rock matter,
was not tenable. Another opinion was that lava
was derived from a distance about thirty miles
below the surface, but owing to the impossibility
of fissures or conduits for that distance, owing
to the crushing weight of rocks, which would
prevent openings existing below a few miles
from the surface, that hypothesis must also be
abandoned. The rock-fusing temperature which
gave fluid lava had, however, to be accounted
for, and this at the moderate depth which would
allow of communication by a conduit with
the surface, could only be explained by chemical
action being brought into play. At a depth of
five miles there was no doubt a temperature of
about 500 deg. Fahrenheit, and by the action
of heat, noting and reacting under varying
pressure, the rock-fusing temperature might be
reached, such action only taking place where the
contents or composition of the rocks gave
suitable elements for chemical reaction.

Mr. Spencer's paper dealt with the question
of the age of the volcanoes of the West Indies
and Central America, and of their place in
geological history. The observations made in
some of the islands showed that the volcanic
ridges and cones, built upon the surfaces of the
old igneous formations, owed their great size
and height to the volcanic eruptions accompa-
nying the great changes of level of land and sea
which had occurred since the beginning of the
Pleistocene or Glacial period. While the volcanic
activity there at the present time was startling
from the disasters the eruptions had produced,
it was yet insignificant compared with the whole
amount of material which had been erupted to
build up the cones. The terrestrial movements,
as also the volcanic, had been mostly along the
line represented by the chain of islands—
the margin of the Atlantic Ocean—which had
been marked as a zone of terrestrial weakness
favourable to both tectonic movements and
volcanic action, and suggestive of renewed
volcanic activity along that course. But the re-
cent eruptions in Martinique and St. Vincent,
in Central America and Mexico, and others
reported in the region of the Azores, Japan,
and the great earthquakes of Guatemala and
Chinese Turkestan, all belonging to parallel
zones, yet seemed to point to some terrestrial
disturbance of a general common origin, acting
parallel with the line of the equator, as if the
movements were readjusting the terrestrial
crust in a transverse as well as a normal
direction.

THE FUTURE OF SOUTH AFRICA.

SPEECH BY SIR DAVID BARBOUR.
Sir David Barbour, presiding at a meeting
of the Standard Bank of South Africa, held in
London last month, said one of the most serious
difficulties that retarded progress in South
Africa was the shortness of the labour supply.
The supply of labour, he remarked, would most
likely continue to increase, but there was no
likelihood of its outstripping, or perhaps even
equalling, the demand. He did not believe
that in the long run the prosperity of the
country would be injuriously affected by the
shortness of the labour supply, though pro-
gress might be retarded for a time. Although
farming and gold-mining had been retarded
by the shortness of the labour supply,
diamond-mining, judging by the increase in the
exports, had made steady progress, and there
had been a notable activity in business generally.
Imports had enormously increased, and as a
consequence the receipts for customs duties and
the receipts of the railways had grown in almost
the same proportion. But satisfactory as this
state of things might be, a word of caution
would not be out of place. The present position
was abnormal. The recent scale of imports had
been out of proportion to the producing powers
of the country for the time being. Goods had
been imported to fill the vacuum caused
by the war. They are being paid for to
some extent out of capital, or out of money
spent by England in South Africa. In
the long run the prosperity of the Transvaal
would depend mainly on the progress of mining
on the Rand, and not on any special stimulus
to imports due to exceptional causes; and the
prosperity of Natal, the Orange River Colony,
and Cape Colony was bound up with and
dependent upon the Transvaal. It was satis-
factory to know that the production of gold in
the Rand was increasing, and would continue to
increase, though it was still a long way
from what it had been before the war. At
the present rate of progress it would be
a considerable time before the produc-
tion reached the old figures, although he
confidently expected that ultimately it would
largely exceed them. Between the time when

SUMMER COMPLAINT

is not always brought about by change of air
and water. The "stay-at-homes" are just as
susceptible to diarrhoea, due, generally, to over-
eating, as unripe fruit, etc.; and drinking ice
water; all accompanied by painful bowel dis-
charges; and, if not checked, results seriously.
Perry Davis' Painkiller is the only purely
reliable remedy.

298-17

the abnormal rate of imports came to an end
and the time when the Rand attained its full
capacity of production there might possibly be
a period of temporary depression. There were
many grounds for hope as to the future. The
beneficial influence of Mr. Chamberlain's recent
visit was universally acknowledged, and the
risk of political disturbance was now very much
less than before. They might hope to hear
officially before very long of a revision of customs
duties, of the establishment of a Customs Union
between the British Colonies in South Africa,
and of the abolition of the transit dues levied
at the coast. He regretted to say that the home
Government had not recognised its liability to
repay the sum of £151,481 taken by the Boers,
and especially the sum of £150,000 which was
taken as a forced loan at Pretoria by a delibe-
rate act of the Boer Government. The home
Government appeared to him not to have
attached sufficient weight, nor indeed any
weight to the equity of the case, and to have
decided against the bank on the narrow and
technical ground that the liability of the Boer
Government was incurred during the war, and
that, therefore, the British Government was
not bound by international law to recognise it.
The bank, however, had not finally abandoned
its claim.

ST. LOUIS EXHIBITION.

THE PRINCE'S ADVICE TO BRITISH
MANUFACTURERS.

The Prince of Wales presided at the first
meeting of the Royal Commission for the St.
Louis Exhibition, 1904, held last month at
Marlborough House. There was a large
attendance of members, including Viscount
Peel, Chairman of the Royal Commission.

The Royal Commission was read, and the
Prince of Wales addressing the meeting, said—
The time which is available for preparation
is somewhat short, as it has been decided that
the exhibition is to be opened on May 1,
1904. Every effort has therefore to be made
to arrange as soon as possible for the exhibits
in those departments in which Great Britain
will be represented. I trust that the mem-
bers of the corporations, chambers of com-
merce, and other public bodies at the various
centres of industry will also co-operate
in promoting the success of the British
section at the exhibition. An idea is sometimes
put forward that it is not of much use for
British manufacturers to exhibit in the United
States, as the high Customs tariff in that
country tends to militate against the sale of
British products. It should, however, be re-
membered that there is a considerable market
for high-class goods in the United States, and
also that the exhibition will afford an oppor-
tunity of showing our manufactures to cus-
tomers from South America, Canada, and other
countries. It may be observed that both
France and Germany appear fully to realise the
advantages to be gained by making a good
display of their productions, and in these coun-
tries large sums have been provided by their
respective Governments to assist in meeting
the expense of the exhibit. There is one
point to which it would seem desirable to
direct attention. In previous international
exhibitions, while other countries have ar-
ranged to have combined national displays
in certain groups, it has been the habit
for British manufacturers to show individual
exhibits, rather than to combine together so as
to produce the best possible effect. It is hoped
that in the case of the St. Louis Exhibition it
may be possible to arrange so that exhibitors
will combine in order to display British
products to the best advantage. It should be
remembered that competition will not be
between individual British manufacturers,
but between them as a whole and their foreign
rivals. As regards the amount which will
be available to carry out the work of the Royal
Commission, I understand that his Majesty's
Government has included a sum of £30,000 in
the Estimates for 1903-4 as a commencement,
and that a decision will not be arrived at as to
the total amount to be granted until it has
been ascertained to what extent British
manufacturers show a willingness to take part
in the exhibition. I feel sure that a sufficient
sum will be given to enable the Royal Com-
mission to fulfil their duties in a satisfactory
manner. In conclusion, I would express the
hope that the representations of this country
in the various departments of the exhibition
may be worthy of the British Empire.

Lord Peel explained the action that had
already been taken with reference to the
preparation for British exhibits, and also
the provision of a British pavilion.

A New York telegram of the 7th ult. says
that only a few weeks ago the German pub-
lishing houses agreed to boycott the St. Louis
Exposition because of the defective copyright
laws and wholesale transference of German pub-
lications in the United States, equivalent to
piracy. The firm of Krupp of Essen,
which was the largest German exhibitor at
Chicago, obstinately refused to exhibit at St.
Louis. Similar resolutions have been carried
by numerous other Chambers of Commerce,
especially in the industrial regions of the Rhine,
Westphalia and Silesia. In Saxony the feeling
against exhibiting at St. Louis is acute, owing
to the bitter warfare being carried on there by
the domestic consumers against the American
Tobacco Company and the Standard Oil
Company.

2594-2

Refreshing and Agreeable.

CALVERT'S CARBOLIC TOILET SOAP.

A pleasant Antiseptic Soap containing 10%
pure Carbolic Acid. Should be used regularly
to improve the skin and complexion and prevent
infection.

F. C. CALVERT & Co., Manchester, Eng.

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W. M. POWELL, L.D.,

DR. TISSMAKERS, DRAPERS, AND GENTLEMEN'S
OUTFITTERS,

28 AND 34, QUEEN'S ROAD CENTRAL.

DRESSMAKING UNDER EXPERIENCED EUROPEAN
SUPERVISION.

GENERAL DRAPERY GOODS OF EVERY KIND ALWAYS
IN STOCK.

EVERYTHING FOR LADIES' AND CHILDREN'S WEAR.

GENTLEMEN'S DEPARTMENT THOROUGHLY, UP-TO-DATE

SHIRTS, TIES, COLLARS, BOOTS, PANAMAS,
RAINCOATS, ETC.

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NOBEL-GLASGOW EXPLOSIVES.

DYNAMITE,

GELATINE-DYNAMITE.

BLASTING GELATINE AND GELIGNITE,

DETONATORS, SAFETY FUSE,

AND ALL BLASTING ACCESSORIES.

MAGAZINES AND DEPOTS AT
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AGENTS—

JARDINE, MATHESON & CO.

RICHMOND GEM CIGARETTES.

RICHMOND GEM CIGARETTES ARE MADE FROM PURE SUN-CURED
VIRGINIA NATURAL LEAF TOBACCO. ABSOLUTELY PURE.

"THE NEATEST THING OF THE DAY."

Packed by a special vacuum process in air-tight tins of 50's, with bamboo mouthpiece and a
handsome carved Cigarette Case which fits the pocket.

To be obtained of MESSRS. KRUSE & CO.

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THE AMERICAN TOBACCO CO.

BRANCH
BRITISH-AMERICAN TOBACCO
COMPANY, LIMITED.

149

JAPAN COALS.

MITSUI BUSSAN KAISHA
(MITSUI & CO.)

HEAD OFFICE—1, SHIBUYA-CHO, TOKYO.
LONDON BRANCH—34, LIME STREET, E.C.
HONGKONG BRANCH—PRINCE'S BUILDINGS, 108, HOUSE STREET.

OTHER BRANCHES:
New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy, Shanghai,
Chefoo, Tientsin, Newchwang, Port Arthur, Seoul, Chemulpo, Yokohama, Yokosuka,
Nagoya, Osaka, Kobe, Kure, Shimonoeki, Moji, Wakamatsu, Katsuta, Nagasaki,
Kuchino, Sasebo, Maidzuru, Niike, Hakodate, Taipeh, &c.

Telegraphic Address: "MITSUI" (A.B.C. and A 1 Codes)

CONTRACTORS OF COAL to the Imperial Japanese Navy and Armies and the State
Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail
and Freight Steamers.

SOLE PROPRIETORS of the Famous Miike, Tagawa, Yamano and Ida Coal Mines; and
SOLE AGENTS for Hokoku, Horo, Kamaeda, Fujinotani, Mameda, Mannoura, Onoura, Otani,
Sasahara, Tanburo, Yoshinotani, Yoshio, Yunkobara, and other Coals.

N. INUZUKA, Manager, Hongkong.

11

CARBOLINEUM-AVENARIUS

USED FOR OVER 25 YEARS.

TRADE MARK

IN CASKS OF ABOUT
450 LBS. NET

Thoroughly reliable preservative for Wood
and Stone against White Ants, Decay, Fungus
Rot, and Dampness.

LUTGENS, EINSTMANN & CO.,
Sole Agents for China.
Hongkong, 1st July, 1902.

WINCHESTER CARBINES

12 SHOT REPEATING. CALIBRE 44.
Excellent arm for Travellers in the Interior
of China as well as Officers of Coast Steamers
ALSO CARTRIDGES IN STOCK.

LUTGENS, EINSTMANN & CO.,
14, DES VEAUX ROAD. [2742]

SIEN TING.

SURGEON DENTIST.
No. 10, D'AGULAR STREET.

TERMS VERY MODERATE.
Consultation Free.
Hongkong, 21st March, 1903.

THE WORKS are well equipped with the
LATEST IMPROVEMENTS and can
execute any kind of work in SHIPBUILD-
ING and MARINE ENGINEERING as well
as in REPAIRING OF SHIPS.

The COMPANY has a SALVAGE
STEAMER, 712 TONS GROSS, FITTED
WITH POWERFUL SALVAGE PLANT
READY AT SHORT NOTICE.

NOTICE.

THE SWATOW ICE COMPANY is
prepared to supply ICE at Current
Rates.

BRADLEY & CO.,
Agents.
Swatow, 1st May, 1903. [1399]

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections, commencing from Green Island. Vessels anchoring nearest Kowloon are marked 1, nearest Hongkong 2, midway between Hongkong and Kowloon 3, and those vessels berthed at the Kowloon Wharf 4, together with the number denoting the section.

1. From Green Island to the Harbour Master's.
2. From Harbour Master's to Blake Pier.

3. From Blake Pier to Naval Yard.
4. From Naval Yard to East Point.

ORIGIN	VESSEL'S NAME	FLAG & REG.	DEPART	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON	CALEDON	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 6th inst.
LONDON, &c. via PORTS OF CALL.	VALETTA	Brit. str.	2 m.	W. B. Palmer	P. & O. S. N. Co.	On 6th inst., at Noon.
LONDON & ANTWERP via SUEZ CANAL	GREENFARM	Brit. str.	2 m.	Holman	McGREGOR BROS. & CO.	On 23rd inst.
LIVERPOOL	HYSON	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 23rd inst.
MARSEILLES LONDON & ANTWERP via SUEZ CANAL	BORETHUS	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 22nd July.
MARSEILLES LONDON & ANTWERP via SUEZ CANAL	BONITA	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 22nd July.
MARSEILLES LONDON & ANTWERP via SUEZ CANAL	SADO MARU	Jap. str.	2 m.	H. S. Deschamps	NIPPON YUSEN KAISHA	On 12th inst., at Noon.
MARSEILLES LONDON & ANTWERP via SUEZ CANAL	OCENIC	Fr. str.	2 m.	S. J. G. Parsons	NIPPON YUSEN KAISHA	On 13th inst., at Daylight.
MARSEILLES LONDON & ANTWERP via SUEZ CANAL	PRINCESSE MARIE	Dan. str.	2 m.	Guigues	MESSAGERIES MARITIMES	On 16th inst., at 8 A.M.
MARSEILLES LONDON & ANTWERP via SUEZ CANAL	ANTENOR	Brit. str.	2 m.	Berontzen	MELCHERS & CO.	On or about 20th inst.
MARSEILLES LONDON & ANTWERP via SUEZ CANAL	KAWACHI MARU	Jap. str.	2 m.	H. Fraser	NIPPON YUSEN KAISHA	On 23rd inst., at Daylight.
MARSEILLES LONDON & ANTWERP via SUEZ CANAL	ALCINOUS	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 23rd inst.
MARSEILLES LONDON & ANTWERP via SUEZ CANAL	PEREUS	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 23rd inst.
MARSEILLES LONDON & ANTWERP via SUEZ CANAL	STENTOR	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 23rd inst.
MARSEILLES LONDON & ANTWERP via SUEZ CANAL	DANDANUS	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 23rd inst.
BREMEN via PORTS OF CALL.	STRASSBURG	Ger. str.	2 m.	P. Olesch	MELCHERS & CO.	On 18th August.
HAYRE & HAMBURG	SUEVIA	Ger. str.	2 m.	Borch	HAMBURG-AMERIKA LINIE	On 18th inst.
HAYRE & HAMBURG	NURNBERG	Ger. str.	2 m.	Jaburg	HAMBURG-AMERIKA LINIE	On 14th July.
HAYRE & HAMBURG	WURZBURG	Ger. str.	2 m.	v. Blazer	HAMBURG-AMERIKA LINIE	On 28th July.
HAYRE & HAMBURG	BADENIA	Ger. str.	2 m.	Rorden	HAMBURG-AMERIKA LINIE	On 11th August.
TRIESTE, &c. via SINGAPORE, &c.	MORAVIA	Ans. str.	2 m.	Soleh	SANDER, WIELER & CO.	On 17th inst., P.M.
GENOA, ANTWERP & LONDON	BENHOER	Brit. str.	2 m.	Wallace	GIBB, LIVINGSTON & CO.	On 6th inst.
ODESSA	HELMANN LERCH	Rus. str.	2 m.		BRADLEY & CO.	On or about 5th July.
NEW YORK, via SUEZ CANAL	HEATHFORD	Brit. str.	2 m.		ARNHOLD, KARBURG & CO.	On 9th inst.
NEW YORK, via SUEZ CANAL	AGAR	Brit. str.	2 m.		HEGWAY, TOMES & CO.	On 18th inst.
NEW YORK, via SUEZ CANAL	CHARLES TIBBETTS	Brit. str.	2 m.		DODWELL & CO., LD.	About 15th inst.
NEW YORK, via SUEZ CANAL	EMERALD OF INDIA	Brit. str.	2 m.		CANADIAN PACIFIC R. CO.	On 24th inst., at Noon.
VANCOUVER, via SHANGHAI, &c.	TATTA	Brit. str.	2 m.		CANADIAN PACIFIC R. CO.	On 22nd July.
VICTORIA (B.C.) & SEATTLE via SHANGHAI, &c.	TELMACHUS	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 9th inst.
VICTORIA (B.C.) & SEATTLE via SHANGHAI, &c.	SHIMANO MARU	Jap. str.	2 m.	W. Thompson	NIPPON YUSEN KAISHA	On 16th inst., at 4 P.M.
VICTORIA (B.C.) & SEATTLE via SHANGHAI, &c.	OLYMPIA	Brit. str.	2 m.	Trubridge	DODWELL & CO., LIMITED	On 24th inst.
VICTORIA (B.C.) & SEATTLE via SHANGHAI, &c.	TOSI MARU	Jap. str.	2 m.	A. Christensen	NIPPON YUSEN KAISHA	On 30th inst., at 4 P.M.
PORTLAND, OREGON	INDRASAMHA	Brit. str.	2 m.	R. P. Craven	PORTLAND & ASIATIC S.S. CO.	On 14th inst.
AUSTRALIAN PORTS	CHANGSHA	Brit. str.	2 m.	Holmes	BUTTERFIELD & SWIRE	To-day, at Noon.
AUSTRALIAN PORTS	EMPIRE	Brit. str.	2 m.		GIBB, LIVINGSTON & CO.	On 6th inst., at Daylight.
AUSTRALIAN PORTS	KUMANO MARU	Jap. str.	2 m.	E. W. Haswell	NIPPON YUSEN KAISHA	On 19th inst., at 4 P.M.
YOKOHAMA & KOBE	CITY OF	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 10th inst.
YOKOHAMA & KOBE	CEYLON	Brit. str.	2 m.	C. D. Bennett, R.M.R.	P. & O. S. N. Co.	On or about 13th inst.
YOKOHAMA & KOBE	HIBOKIMA MARU	Jap. str.	2 m.	J. Naga	NIPPON YUSEN KAISHA	To-morrow, at Daylight.
YOKOHAMA & KOBE	TANDA MARU	Jap. str.	2 m.	J. W. Wale	NIPPON YUSEN KAISHA	On 8th inst.
YOKOHAMA & KOBE	KIUKIANG	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 19th inst., at Daylight.
YOKOHAMA & KOBE	SANUKI MARU	Jap. str.	2 m.	W. Townsend	NIPPON YUSEN KAISHA	On 25th inst., at Noon.
YOKOHAMA & KOBE	KINSHU MARU	Jap. str.	2 m.	F. L. Pyne	NIPPON YUSEN KAISHA	On 17th inst., at Noon.
YOKOHAMA & KOBE	YAWAIA MARU	Jap. str.	2 m.	A. E. Mosses	NIPPON YUSEN KAISHA	To-morrow, at Noon.
YOKOHAMA & KOBE	NURNBERG	Ger. str.	2 m.	Jaburg	HAMBURG-AMERIKA LINIE	On 6th inst.
YOKOHAMA & KOBE	WEHU	Brit. str.	2 m.		BUTTERFIELD & SWIRE	About 6th inst.
YOKOHAMA & KOBE	MASSIMA	Brit. str.	2 m.	G.W. Cookman, R.M.R.	P. & O. S. N. Co.	On 7th inst.
YOKOHAMA & KOBE	DAIWIN MARU	Jap. str.	2 m.	T. Ogata	OSAKA SHOSHEN KAISHA	On 9th inst.
YOKOHAMA & KOBE	MAIDZURU MARU	Jap. str.	2 m.	T. Saito	OSAKA SHOSHEN KAISHA	On 15th inst.
YOKOHAMA & KOBE	ANPING	Jap. str.	2 m.	I. Goto	MELCHERS & CO.	Quick despatch.
YOKOHAMA & KOBE	SIAM	Dan. str.	2 m.	Glabn	BUTTERFIELD & SWIRE	To-morrow.
YOKOHAMA & KOBE	NANCHANG	Brit. str.	2 m.		DOUGLAS LAPELLE & CO.	To-morrow, at 11 A.M.
YOKOHAMA & KOBE	HAITAN	Brit. str.	2 m.	Roach	DOUGLAS LAPELLE & CO.	On 6th inst., at 4 P.M.
YOKOHAMA & KOBE	HAIRONG	Brit. str.	2 m.	Gibson	BUTTERFIELD & SWIRE	To-day, at Noon.
YOKOHAMA & KOBE	CHANGSHA	Brit. str.	2 m.		JARDINE, MATHESON & CO.	To-morrow, at 4 P.M.
YOKOHAMA & KOBE	YUENSANG	Brit. str.	2 m.	Payne	SHAW, TOMES & CO.	On 6th inst., at 10 A.M.
YOKOHAMA & KOBE	ROSETTA MARU	Jap. str.	2 m.	R. W. Almond	TOYO KISEN KAISHA	On 13th inst., at 11 A.M.
YOKOHAMA & KOBE	ZAFIRO	Brit. str.	2 m.	N. Tate	SHAW, TOMES & CO.	On or about 2nd inst.
YOKOHAMA & KOBE	TIENHIN	Brit. str.	2 m.	R. Rodger	P. & O. S. N. Co.	On 6th inst., at Noon.
YOKOHAMA & KOBE	CAPITAN	Brit. str.	2 m.	H. W. Kenrick	CARLWITZ & CO., LD.	On 11th inst., at Noon.
YOKOHAMA & KOBE	CEYLON	Brit. str.	2 m.	A. Stewart	CEYLON & CO.	On 18th inst., at Noon.
YOKOHAMA & KOBE	BOMBAY MARU	Jap. str.	2 m.	Belito	NIPPON YUSEN KAISHA	On 18th inst., at Noon.
YOKOHAMA & KOBE	BOMBAY MARU	Jap. str.	2 m.	T. Murali	NIPPON YUSEN KAISHA	On 18th inst., at Noon.

SHIPPING.

ARRIVALS.
June 2, ANDREW RICKMERS, German str., 1,020, H. Bohn, Saigon 29th May, Flour.—ARMOUR, KARBURG & CO.
June 2, SEIRSTAD, Norw. str., 617, A. Larsen, Hongay 31st May, Coals.—CARLOWITZ & CO.
June 2, SHINANO MARU, Japanese str., 3,961, Wm. Thompson, Seattle via Ports 2nd May, General.—NIPPON YUSEN KAISHA.
June 3, EMPEROR, British str., 4,408, P. Helms, Kobe 30th May, General.—GIBB, LIVINGSTON & CO.
June 3, HAITAN, British str., 1,183, J. S. Roach, Coast Ports 2nd May, General.—DOUGLAS LAPELLE & CO.
June 3, K. WLOON, German str., 1,437, H. Stehr, Shanghai 31st May, General.—SIEMSEN & CO.
June 3, KWEIYANG, British str., 1,662, G. Hooker, Hilo 30th May, Hemp.—BUTTERFIELD & SWIRE.
June 3, COPEACK, British str., 3,517, Barber, Liverpool and Singapore 29th May, General.—BUTTERFIELD & SWIRE.
June 3, WINGANG, British str., 1,517, T. Sellar, Chingking 29th May, General.—JARDINE, MATHESON & CO.
June 3, YANGTZE, British str., 4,149, H. L. Allen, Glasgow 29th April, General.—BUTTERFIELD & SWIRE.

CLEARANCES.

At the Harbour Master's Office.
3rd June.
Arnold Luyken, German str., for Swatow.
Aperade, German str., for Hobe.
Baron Dalfon, British str., for Java.
Fausang, British str., for Canton.
Formosa, British str., for Manila.
Kuangse, British str., for Yokohama.
Laba, Norwegian str., for Chinkiang.
Lisa, Norwegian str., for Canton.
Nubia, German str., for Singapore.
Segovia, German str., for Singapore.
Sungking, British str., for Manila.
Tianzhong, German str., for Pakhoi.
Wingang, British str., for Canton.
Yangtze, British str., for Nagasaki.

DEPARTURES.

3rd June.
ANPING MARU, Japanese str., for Swatow.
EMPEROR OF CHINA, British str., for Vancouver.
FORMOSA, British str., for Manila.
HAIRONG, British str., for Swatow.
HAIDIS, Norwegian str., for Amoy.
HONGKONG, British str., for Amoy.
KWANGSE, Chinese str., for Canton.
Kwanosy, British str., for Yokohama.
LABOR, Norwegian str., for Chinkiang.
LISA, Norwegian str., for Canton.
MACDUFF, British str., for Shanghai.
Pakhoi, British str., for Koba.
SEGOVIA, German str., for Hamburg.
SHANGHAI, German str., for Singapore.
SUNGKING, British str., for Manila.
TIANZHONG, British str., for Ningpo.
WONGKONG, German str., for Bangkok.
YUNNAN, British str., for Canton.

VESSELS IN DOCK.

3rd June.
K. WLOON DOCKS.—Montana, Canton River.
Tubha, Siam, Decina, Nanchang.
H.M.S. Anson, Tientsin.
Cosmopolitan Dock.—Chunshan.

SHIPPING REPORTS.

The British steamer Kwei-yang, from Hilo 30th May, had light variable winds and fine weather to Cape Island; off Cape Island heavy passing thunder, lightning and rain; from thence to port light to moderate N.E. winds, fine weather and smooth sea.
The British steamer Empire, from Kobe 29th May, experienced strong S.W. gale with heavy rain and heavy weather forcing pilot to anchor for 3 hours in inland sea. Gale continued until 31st with moderate head sea. Then had

fresh S.W. monsoons with dense fog until evening of 2nd inst.; thence to arrival light S.W. and W. winds and fine, clear weather.
The British steamer Hailan, from Fenchow 31st ult., Amoy 1st and Swatow 2nd inst., had moderate S.W. wind and fog to Amoy. From Amoy to Swatow light westerly wind and fine weather; thence to port calm and light southerly airs and fine, clear weather. Vessels in Fenchow: the Japanese mail-war, Tienyang and Anzeimo. In Amoy: W. Yang, Wenchow, Koshing, Nanchang, Hailan, Boleberg and U.S.S. Monterey. In Swatow: Hsiang-yi, Lob-sang and H.M.S. Algeria.

VESSELS ON THE BERTH

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW.
The Company's Steamship

"HAITAN,"
Captain Roach, will be despatched for the above ports TO-MORROW, the 5th inst., at 11 A.M.
For Freight or Passage, apply to
DOUGLAS LAPELLE & CO.,
General Managers.
Hongkong, 3rd June, 1903. [1907]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.
The Company's Steamship

"YUENSANG,"
Captain Payne, will be despatched as above TO-MORROW, the 5th inst., at 4 P.M.
This steamer has superior accommodation for First-Class Passengers, and is fitted throughout with Electric Light.
For Freight or Passage, apply to
JARDINE, MATHESON & CO.,
General Managers.
Hongkong, 2nd June, 1903. [1597]

THE EAST ASIATIC COMPANY, LIMITED.

FOR FOCHOW, TONGKU AND PORT ARTHUR.
The Danish Steamship

"SIAM,"
Captain Glabn, will be ready to lead on or about FRIDAY, the 5th June.
For Freight or Passage, apply to
MELCHERS & CO.,
Agents.
Hongkong, 30th May, 1903. [1585]

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship
"CATHERINE APCAR,"
Captain A. Stewart, will be despatched for the above ports on SATURDAY, the 6th inst., at Noon, instead of as previously advertised.
For Freight or Passage, apply to
DAVID SASSOON & CO., LD.,
Agents.
Hongkong, 3rd June, 1903. [1533]

NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with INDO-CHINA STEAM NAVIGATION Co.'s fortnightly service home to CALCUTTA. Sailings from CALCUTTA for CAPS PORTS every fortnight.
For Freight and further particulars, apply to
DODWELL & CO., LIMITED,
General Agents for China and Japan.
Hongkong, 4th August, 1897. [8]

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG via INLAND SEA PORTLAND, OREGON
OPERATING IN CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP TONS CAPTAIN TO SAIL ON
"INDRASAMHA" 5,197 R. P. Craven June 14, 1903
"INDRAVELLI" 4,899 W. E. Craven July 14, 1903
"INDRAPURA" 4,899 A. E. Hollingsworth Aug 14, 1903
Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to
ALLAN CAMERON, GENERAL AGENT.
Hongkong, 25th May, 1903. [14]

TOYO KISEN KAISHA
MANILA LINE.
REGULAR SERVICE
BETWEEN HONGKONG AND
MANILA IN 48 HOURS.

Largest and Fastest Steamers on the route. Excellent Accommodation. Cuisine Unexcelled. Unrivaled Speed. Fitted throughout with Electric Light. Doctor and Stewardess carried.

Steamship	Captain	Tons	Sailing Date
"ROSETTA MARU"	N. Tate	3,876	Saturday, 6th June, at 11 A.M.
"ROHILLA MARU"	E. P. Bishop	3,869	Friday, 12th June, at 11 A.M.

For Freight or Passage, apply at the Company's Office, 3, Queen's Building, Ice House Street.
Hongkong, 3rd June, 1903. K. NAKASHIMA, Manager. [478]

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE
STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG, PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS; ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION
STEAMSHIP SAILING DATE
STUTTGART 11th June
ROON 25th June
PREUSSEN 9th July
HAMBURG 23rd July
PRINZ HEINRICH 6th August
SACHSEN 20th August
KIAUTSCHOU 3rd September
DAYEN 17th September
* Steamers of the Hamburg-Amerika Linie. † Calling at Amsterdam.

ON THURSDAY, the 11th day of June, 1903, at NOON, the Steamship "STUTTGART," SPECIE and CARGO, will leave this Port as above, CALLING AT NAPLES AND GENOA. Shipping Orders will be granted till NOON on TUESDAY, the 9th June, Cargo and Specie will be received on Board until 5 P.M. on WEDNESDAY, the 10th June, and Parcels will be received at the Agency's Office until NOON on WEDNESDAY, the 10th June.
Contents of Packages are required. No Parcel Receipts will be signed for less than 82.50, and Parcels should not exceed Two Feet Cubic in Measurement.
The Steamer has splendid accommodation, and carries a Doctor and Stewardesses. Linen can be washed on board.

For further Particulars, apply to
NORDDEUTSCHER LLOYD.
MELCHERS & CO., AGENTS.
Hongkong, 28th May, 1903. [5]

OSAKA SHOSHEN KAISHA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

FOR	STEAMERS	LEAVING
TAMSUI, via SWATOW AND AMOY	"DALIN MARU"	SUNDAY, 7th June.
TAMSUI, via SWATOW AND AMOY	"DAIGI MARU"	FRIDAY, 12th June.
ANPING, via SWATOW AND AMOY	"MAIDZURU MARU"	WEDNESDAY, 9th June.
FOCHOW, via SWATOW AND AMOY	"ANPING MARU"	MONDAY, 15th June.

The Co.'s new Steamers are specially designed for the coast trade of South China and Formosa, and are fitted with all modern improvements. Excellent accommodation is provided for first-class passengers, and a duly qualified doctor is carried.
All Steamers carry the Imperial Japanese Mail, subject to periodical inspection by the Government Marine Surveyors, and are registered the highest class at Lloyd's.
Steamers will go alongside the Co.'s Pontoon at the Customs' water front premises at Tamsui to land all passengers and cargo.
By the Co.'s steamers for Shanghai, through Bills of Lading are issued for Cargo to Yangtze River Ports, as well as for North China Ports, in connection with the Nippon Yusen Kaisha steamers from Shanghai.

For Freight, Passage, and further information, apply to Company's local Branch Office at No. 2, Des Vaux Road Central.
Hongkong, 4th June, 1903. T. ARIMA, Manager. [15]

HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon staterooms, Electric Light, Perfect Cuisine. Surgeon carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
RUBI	2540	R. W. Almond	Manila Direct	Sat. 6th June, 10 A.M.
ZAFIRO	2540	R. Rodger	Manila Direct	Sat. 13th June, 10 A.M.
PELLE	1980	J. McGinty		

For Freight or Passage, apply to
SHEWAN, TOMES & CO.,
GENERAL MANAGERS.
Hongkong, 1st June, 1903. [17]

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL ON	REMARKS
SINGAPORE, COLOMBO and BOMBAY	TIENHIN	About 2nd June	Freight only.
LONDON, &c.	HALETTA	June 6th	See Special Advertisement.
SHANGHAI	MASSIMA	About 6th June	Freight or Passage.
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO, and PORT SAID	BOMBAY	Noon, 12th June	Freight or Passage.
YOKOHAMA, via SHANGHAI, HAI, MOJI and KOBE (Passing through the Inland Sea)	CEYLON	About 13th June	Freight or Passage.

For further Particulars, apply to
E. A. BEWETT,
Superintendent.
Hongkong, 30th May, 1903. [1]

HAMBURG-AMERIKA LINIE.
NORDDEUTSCHER LLOYD.
OSTASIATISCHER FRACHTDAMPFER DIENST.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, Oporto, LONDON, LIVERPOOL, GLASGOW, TRIPOLI, GENOA, PORTS in the LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG.

STEAMSHIP	OPERATIONS	SAILING DATE
STRASSBURG	HAYRE and HAMBURG (Calling at Singapore and Penang)	On 16th June. Freight & Passengers.
SUEVIA	HAYRE and HAMBURG (Calling at Singapore and Penang)	On 30th June. Freight.
NURNBERG	HAYRE and HAMBURG (Calling at Singapore and Penang)	On 14th July. Freight.
WURZBURG	HAYRE and HAMBURG (Calling at Singapore and Penang)	On 28th July. Freight & Passengers.
BADENIA	HAYRE and HAMBURG (Calling at Singapore and Penang)	On 11th Aug. Freight.

For Further Particulars, apply to
HAMBURG-AMERIKA LINIE.
HONGKONG OFFICE,
QUEEN'S BUILDINGS, No. 1.

CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA, AND THE UNITED STATES.
CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.
"Empress" Twin Screw Steamships—4,000 Tons—10,000 Horse-Power—Speed 19 knots.
SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG.

			1903
M.S.	"EMPERESS OF INDIA"	6,000 Tons.....	WEDNESDAY, 24th June.
M.S.	"EMPERESS OF JAPAN"	6,000 Tons.....	WEDNESDAY, 15th July.
M.S.	"TARTAR"	4,425 Tons.....	WEDNESDAY, 22nd July.
M.S.	"EMPERESS OF CHINA"	6,000 Tons.....	WEDNESDAY, 5th Aug.
M.S.	"ATHENIAN"	3,882 Tons.....	WEDNESDAY, 12th Aug.
M.S.	"EMPERESS OF INDIA"	6,000 Tons.....	WEDNESDAY, 28th Aug.

OCEAN STEAM SHIP CO., LD. AND CHINA MUTUAL STEAM NAVIGATION CO., LD. JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON.
MONTHLY SAILINGS FOR LIVERPOOL AND FOR CONTINENT.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL...	"TELEMACHUS".....	On 7th June.
GLASGOW and LIVERPOOL...	"PROMETHEUS".....	On 20th June.
GLASGOW and LIVERPOOL...	"STENTOR".....	On 27th June.
GLASGOW and LIVERPOOL...	"TYDEUS".....	On 3rd July.
GLASGOW and LIVERPOOL...	"MACHAON".....	On 12th July.

FOR	STEAMERS	TO SAIL
LONDON.....	"CALCHAS".....	On 6th June.
LIVERPOOL.....	"HYSON".....	On 20th June.
MARSEILLES, LONDON and ANTWERP.....	"ANTENOR".....	On 23rd June.
MARSEILLES, LONDON and ANTWERP.....	"ALCINOUS".....	On 7th July.
LIVERPOOL.....	"PROMETHEUS".....	On 20th July.
MARSEILLES, LONDON and ANTWERP.....	"TELEUS".....	On 21st July.
MARSEILLES, LONDON and ANTWERP.....	"STENTOR".....	On 4th August.
MARSEILLES, LONDON and ANTWERP.....	"DARDANUS".....	On 18th August.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and HAWAIIAN COAST POINTS, via NAGASAKI, KOBE, and YOKOHAMA.	"TELEMACHUS".....	On 9th June.
The s.s. "YANGTZE" from Glasgow and Liverpool has arrived, and leaves for Japan to-day.	"MACHAON".....	On 14th July.
The s.s. "OOPACK" has arrived, and leaves for Shanghai to-day.		
The s.s. "TELEMACHUS" left Singapore on the 2nd inst., p.m., and is due here on the 7th inst.		
The s.s. "OANFA" left Tacoma on the 14th inst. for Kobe and Hongkong.		

CHINA NAVIGATION CO. LIMITED.

FOR	STEAMERS	TO SAIL
SWATOW, CHEFOO and TIENTSIN.....	"NANCHANG".....	On 5th June.
MANILA.....	"CHANGSHA".....	On 4th June, at Noon.
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIENS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE.	"CHANGSHA".....	On 4th June, at Noon.
SHANGHAI.....	"WUHU".....	On 6th June.
KOBE.....	"KIUKIANG".....	On 8th June.
YOKOHAMA.....	"CHINGTU".....	On 10th June.

The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unvalued Table. A duly qualified Surgeon is carried.

Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.
Taking Cargo and Passengers at through rates for all New Zealand Ports and other Australian Ports.
REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.
For Freight or Passage, apply to:

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 4th June, 1903. [11]

NIPPON YUSEN KAISHA (THE JAPAN MAIL STEAMSHIP COMPANY).

STEAMERS	DESTINATIONS	SAILING DATES
TAMBA MARU.....	KOBE and YOKOHAMA.....	FRIDAY, 5th June, at DAYLIGHT.
HIROSHIMA MARU.....	MOJI, KOBE and YOKOHAMA.....	FRIDAY, 12th June, at NOON.
SADO MARU.....	MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID.....	SATURDAY, 13th June, at DAYLIGHT.
BOMBAY MARU.....	BOMBAY via SINGAPORE.....	TUESDAY, 16th June, at NOON.
SHINANO MARU.....	VICTORIA, B.C. and SEATTLE U.S.A. via SHANGHAI, MOJI, KOBE and YOKOHAMA.....	TUESDAY, 16th June, at 4 P.M.
YAWATA MARU.....	NAGASAKI, KOBE and YOKOHAMA.....	WEDNESDAY, 17th June, at NOON.
SANUKI MARU.....	KOBE and YOKOHAMA.....	FRIDAY, 19th June, at DAYLIGHT.
KUMANO MARU.....	SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE.....	FRIDAY, 19th June, at 4 P.M.
KINSHU MARU.....	KOBE.....	THURSDAY, 25th June, at NOON.
KAWACHI MARU.....	MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID.....	SATURDAY, 27th June, at DAYLIGHT.
TOSA MARU.....	VICTORIA, B.C. and SEATTLE U.S.A. via SHANGHAI, MOJI, KOBE and YOKOHAMA.....	TUESDAY, 30th June, at 4 P.M.

Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers Round-the-World Tickets also issued. Between Moji and Kobe, 1st and 2nd Class through passengers have the option of travelling by the Sanyo Railway.
For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Building First Floor, Charter Road.
A. S. MIHARA, Manager.

NORTHERN PACIFIC STEAMSHIP CO. BOSTON STEAMSHIP COMPANY. BOSTON TOW-BOAT COMPANY.

PROPOSED SAILINGS FROM HONGKONG,
via
SHANGHAI, INLAND SEA OF JAPAN, KOBE AND
YOKOHAMA,
FOR
VICTORIA, B.C. AND TACOMA,
IN CONNECTION WITH
NORTHERN PACIFIC RAILWAY COMPANY.

Steamer	Captain	Tons	Sailing Date
OLYMPIA.....	J. Truebridge.....	2,837	June 24th
TREMONT.....	T. W. Garlick.....	2,606	June 30th
TACOMA.....	A. Dixon.....	2,812	July 6th
VICTORIA.....	J. Pantou.....	3,502	August 3rd

Steamers marked * have no passenger accommodation.
The attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.
Special rates allowed to members of Government Services.
Through Bills of Lading issued to Pacific Coast Points and to the Principal Cities in the United States and Canada.
For further information as to Freight or Passage, apply to:

DODWELL & COMPANY, LIMITED,
GENERAL AGENTS.

Hongkong, 1st May, 1903. [280]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.
(Calling at Port Darwin, and QUEENSLAND
Ports, and taking through Cargo to ADE-
LAIDE, NEW ZEALAND, TASMANIA, &c.)
THE Steamship

"EMPIRE"
Captain Helms, will be despatched as above
on SATURDAY, the 6th June, at DAYLIGHT.
This well-known Steamer is especially fitted
for Passengers, and has a refrigerating cham-
ber, which ensures the supply of fresh pro-
visions, ice, &c., throughout the voyage.
The Steamer is installed throughout with
the electric light.
A stewardess and a duly qualified surgeon
are carried.
N.B.—To assure the additional comfort of
passengers the Steamers of the Company have
electric fans fitted in staterooms.
For Freight or Passage, apply to
GIBB, LIVINGSTON & CO.,
Agents.
Hongkong, 28th May, 1903. [1430]

"BEN" LINE OF STEAMERS.

FOR GENOA, ANTWERP AND LONDON.
THE Steamship
"BENMOHR"
Captain Wallace, will be despatched as above on
SATURDAY, the 6th June.
For Freight or Passage, apply to
GIBB, LIVINGSTON & CO.,
Agents.
Hongkong, 28th May, 1903. [1559]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUS-
TRALIA, INDIA, ADEEN, EGYPT,
MEDITERRANEAN PORTS.
PLYMOUTH AND LONDON.
THROUGH BILLS OF LADING ISSUED FOR
BATAVIA, PERSIAN GULF, CONTINENTAL
AMERICAN AND SOUTH AFRICAN PORTS.
THE Steamship

"VALETTA"
Captain W. B. Palmer, carrying His Majesty's
Mails, will be despatched from this for Bombay,
on SATURDAY, the 6th JUNE, at Noon,
taking passengers and cargo for the above
Ports.
Sundries and Valuables, all cargo for France,
and Tea for London (under arrangement) will be
transhipped at Colombo into a steamer proceed-
ing direct to Marseilles and London; other
cargo for London, &c., will be conveyed via
Bombay with transhipment.
Parcels will be received at this Office until
4 p.m. the day before sailing. The contents and
value of all packages are required.
Shippers are particularly requested to note
the terms and conditions of the Company's
Bills of Lading.
For further particulars, apply to
E. A. HEWETT,
Superintendent.
Hongkong, 25th May, 1903. [1]

NAVIGAZIONE GENERALE ITALIANA.

(Florio and Rabbaglio United Companies.)
STEAM FOR BOMBAY via SINGA-
PORE AND PENANG.
Having connection with Company's Mail Stea-
mers to ADEEN, SUZ, PORT SAID, MESSINA,
NAPLES, LEBRON and GENOA, also VENICE
and TRIESTE, all MEDITERRANEAN,
ADRIATIC, LEVANTINE and SOUTH
AMERICAN Ports up to CALAO.
(Taking Cargo at through rates to PERSIAN
GULF and BAGDAD, also BARCELONA,
VALENZA, ALICANTE, ALMERIA and
MALAGA.)
THE Steamship

"CAPRI"
Captain Boletto, will be despatched as above on
THURSDAY, the 11th inst., at NOON.
At Bombay the Steamer is discharging in
Victoria Dock.
For further particulars regarding Freight
and Passage, apply to
CARLOWITZ & CO.,
Agents.
Hongkong, 4th June, 1903. [4]

REGULAR STEAMSHIP SERVICE TO NEW YORK.

Via PORTS AND SUEZ CANAL
(WITH LIBERTY TO CALL AT PHILIPPINE
PORTS).
PROPOSED SAILINGS FROM HONGKONG,
1903.
"CHARLES TIBERGHIEN" 15th June.
"MACDUFF" 10th July.
For Freight and further information apply to
DODWELL & CO., LD.,
Agents.
Hongkong, 21st May, 1903. [1125]

AUSTRIAN LLOYD'S STEAM NAVI- GATION COMPANY.

STEAM FOR
TRIESTE (DIRECT),
calling at SINGAPORE, PENANG,
RANGOON, COLOMBO, ADEEN,
SUZ and PORT SAID.
(Taking Cargo at through rates to the Brazils,
to SOUTH AFRICA, RED SEA, BLACK SEA,
LEVANT, VENICE and ADRIATIC PORTS.)
THE Company's Steamship

"MORAVIA"
Captain Seich, will be despatched as above on
WEDNESDAY, the 17th inst., P.M.
For information as to Passage and Freight,
apply to
SANDER, WIELER & CO.,
Agents.
Princes' Buildings.
Hongkong, 2nd June, 1903. [3]

CHINA NAVIGATION CO., LIMITED.

HONGKONG—MANILA.
REDUCED SALOON PASSAGE
MONEY,
SINGLE, \$25; RETURN, \$40.

STEAMERS Fitted THROUGHOUT WITH
ELECTRIC LIGHT. FIRST CLASS ACCOM-
MODATION, UNRIVALLED TABLE DULY
QUALIFIED SURGEON CARRIED.
BUTTERFIELD & SWIRE
AGENTS.
Hongkong, 1st May, 1903. [280]

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS—POSTE FRANCAISE.
NOTICE.

STEAM FOR
SAIGON, SINGAPORE, BATAVIA,
COLOMBO, KOMBAY, ADEEN, EGYPT,
MARSEILLES, MEDITERRANEAN
AND BLACK SEA PORTS.
LONDON, HAYRE, BORDEAUX,
ALSO

PORTS OF BRAZIL AND RIVER PLATE.

ON TUESDAY, the 16th June, 1903, at
8 A.M., the Company's Steamship
"OCEANIAN," Captain Gaignes, with Mails,
Passengers, Space and Cargo, will leave this
Port for MARSEILLES via BOMBAY.
This Steamer connects at COLOMBO with
the s.s. *Australia*, which vessel takes on her
Passengers and mails, leaving that port on the
28th June, direct to Suex, Port Said and
Marseilles.
Cargo and Specie will be registered for Lon-
don as well as for Marseilles, and accepted in
transit through Marseilles for the principal
places of Europe.
Shipping Orders will be granted till Noon
only on Monday, the 15th June. Specie and
Parcels received until 4 P.M. on the same day.
No Cargo will be received on board on Tuesday.
Parcels are not to be sent on board; they
must be left at the Agency's Office. Contents
and Value of Packages are required.
For further particulars, apply at the Com-
pany's Office.
G. DE CHAMPEAUX,
Agent.
Hongkong, 3rd June, 1903. [2]

THE EAST ASIATIC COMPANY, LIMITED.

FOR MARSEILLES, HAYRE, COPEN-
HAGEN AND BALTIC PORTS.
THE Danish Steamer

"PRINSESSE MARIE"
Captain Barentzen, will leave for the above
ports on or about the 20th instant.
For Freight or Passage, apply to
MELCHERS & CO.,
Agents.
Hongkong, 3rd June, 1903. [1612]

"GLEN" LINE OF STEAMSHIPS.

FOR LONDON AND ANTWERP, via
SUEZ CANAL.

THE Steamship
"GLENFARG"
Captain Holman, will be despatched as above
on TUESDAY, the 23rd June.
For Freight or Passage, apply to
MCGREGOR BROS. & GOW,
Hongkong, 28th May, 1903. [1569]

FOR ODESSA.

THE Russian Steamer
"HERMANN LERCHE"
1,978 tons, will be despatched for the above
port on or about 5th July.
For Freight, apply to
BRADLEY & CO.,
Agents.
Hongkong, 1st June, 1903. [1691]

FOR SAMSHUI, via KONGMOON AND KUMCHUK.

THE Steamship
"PAK KONG"
will be despatched for the above ports every
TUESDAY, THURSDAY and SATUR-
DAY, at 5 P.M. Ample accommodation for
European Passengers.
For Freight or Passage apply on board, or to
KWONG WAN STEAMBOAT CO., LD.,
15 and 16, Canton Road, Pray West.
Hongkong, 6th May, 1903. [1553]

MARTIN'S APOLLO STEEL PILLS

FOR NERVOUS
EXHAUSTION
CHAPOTEAUT'S
Phospho
Glycerate
of Lime
For Nervous Troubles
In Adults and Children
SOLD IN
Capsules, In Syrup,
and In Wine
Increases vital energy and nerve force.
Full instructions with each bottle
CHAPOTEAUT—PARIS, FRANCE
[132—4]

KOWLOON EXTENSION.

A NEW MAP OF HONGKONG, KOW-
LOON and ADJACENT TERRI-
TORIES showing the Boundary under the
New Convention, with the Towns, Villages,
&c. Prepared from Authoritative Sources and
Printed in Colours. Price \$1.
To be had at Messrs. KELLY & WALSH, LD.,
W. BREWER & Co. or Daily Press Office.
Hongkong, 28th October, 1898.

ON SALE.

"MOUNTINGS OF THE NAVAL
GUNS and their Subsequent Use
with the
LADY SMITH BELIEF COLUMN."
Being a Lecture by
CAPTAIN PERCY SCOTT,
R.N. C.B.
and
CAPTAIN A. H. LIMPUS, R.N.
(of H. M. S. *Terrible*).
The book is printed on art paper, and illus-
trated with coloured maps and sketches.
Price \$1 and \$1.50

WING ON STEAMSHIP COMPANY.

HONGKONG-MACAO LINE.

S.S. "CHU KONG" (Captain Mason).
DEPARTURES from Hongkong to Macao
daily at 7.30 A.M. (Sunday included).
Departures from Macao to Hongkong daily
at 2 P.M. (Sunday included).
This Steamer is the fastest and has superior
Cabin accommodation.
FARES:
1st Class \$15/6
2nd " 0/70
3rd " 0/30
Further Particulars may be obtained at the
Office of the
WING ON STEAMSHIP CO.,
No. 42, Bonham Strand West.
Hongkong, 16th May, 1903. [646]

NOTICES TO CONSIGNEES

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, ANT-
WERP, LONDON, PORT SAID,
COLOMBO AND SINGAPORE.
THE Company's Steamship

"TAMBA MARU"
having arrived from the above Ports, Consignees
of general Cargo are hereby informed that their
Goods are being landed and placed at their risk
in the Hongkong and Kowloon Wharf and
Godown Company's Godown at Kowloon, where
each consignment will be sorted out mark by
mark and delivery can be obtained as soon as
the Goods are landed.
Optional Goods will be carried on unless in-
structions are given to the contrary before
4 P.M., To-day, 2nd inst.
Goods not cleared by the 9th inst. will be
subject to rent.
All ship-damaged packages must be left in
the Godowns and notice of same sent to this
Office before the 12th inst., or claims in con-
nection therewith will not be recognized.
NIPPON YUSEN KAISHA.
Hongkong, 2nd June, 1903. [1606]

"MOGUL" LINE OF STEAMERS.

SS. "MACDUFF,"
FROM GLASGOW AND LIVERPOOL.

CONSIGNEES of Cargo are hereby inform-
ed that all Goods are being landed at
their risk into the Godowns of the Hongkong
and Kowloon Wharf and Godown Company,
at Kowloon, whence and/or from the wharves
delivery may be obtained.
Optional Cargo will be forwarded unless
notice to the contrary be given before Noon,
To-day, the 2nd inst.
No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after the 9th inst. will be subject
to rent.
All Claims against the Steamer must be pre-
sented to the Undersigned on or before the 13th
inst., or they will not be recognized.
All broken, chafed, and damaged Goods are to
be left in the Godowns, where they will be
examined on the 8th inst., at 3 P.M.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by
DODWELL & CO., LIMITED,
Agents.
Hongkong, 2nd June, 1903. [1605]

GENERAL AVERAGE PEE SWEDISH SS. "VICTORIA."

ON FIRE IN SINGAPORE ON JANUARY 7TH,
1903.

CONSIGNEES and Underwriters are
hereby notified that Claims for short
delivered and/or damaged Cargo must be
presented to the undersigned before 1st JULY,
1903, or they will not be allowed.
SANDER, WIELER & CO.,
Agents.
Hongkong, 1st June, 1903. [1592]

COMPAGNIE DES MESSAGERIES MARITIMES.

CONSIGNEES of Cargo from London
or s.s. *Deux*, in connection with
above Steamer, are hereby informed
that their Goods, with the exception
of Opium, Treasure and Valuables, are
being landed and stored at their risks
into the Godowns of the Hongkong and
Kowloon Wharf and Godown Co., Ltd., at
Kowloon, whence delivery may be obtained
immediately after landing.
Optional Cargo will be forwarded on unless
instructions are received from the Consignees
before to-day, the 31st May, at Noon, requesting
it to be landed here.
Bills of Lading will be countersigned by the
Undersigned. Goods remaining unclaimed
after Saturday, the 6th June, at Noon, will be
subject to rent and landing charges.
All claims must be sent in to me on or before
the 6th June, or they will not be recognized.
All damaged packages will be examined on
Monday, the 8th June, at 3 P.M.
No Fire Insurance has been effected.
G. DE CHAMPEAUX,
Agent.
Hongkong, 31st May, 1903. [2]

ON FIRE IN SINGAPORE ON JANUARY 7TH, 1903.

CONSIGNEES and Underwriters are
hereby notified that Claims for short
delivered and/or damaged Cargo must be
presented to the undersigned before 1st JULY,
1903, or they will not be allowed.
SANDER, WIELER & CO.,
Agents.
Hongkong, 1st June, 1903. [1592]

Apollinaris

"THE QUEEN OF TABLE WATERS."

SUPPLIED UNDER ROYAL WARRANTS OF APPOINTMENT TO

HIS MAJESTY KING EDWARD VII.

AND

HIS ROYAL HIGHNESS THE PRINCE OF WALES:

Sole Agents:

CARLOWITZ & CO.,

HONG KONG, CANTON, SHANGHAI, TIENTSIN, HANKOW & TSINGTAU.

[1621]

A PERFECT BEVERAGE.

van Houten's Cocoa

is known and prized throughout
the whole world for its high
quality and delicious natural
flavor.

van Houten's Cocoa

Best & Goes Farthest.

2417-3

